

IN THE CLAIMS

Please amend the claims as follows:

Claim 1 (Currently Amended): A vehicle which includes a hydraulic power transmission device, comprising:

a front cover of the hydraulic power transmission device;

a first oil chamber and a second oil chamber to and from each of which predetermined hydraulic pressure is provided, and each of which is in the hydraulic power transmission device;

a lock-up clutch having a clutch piston, which is the lock-up clutch configured to directly connect an input side and an output side of the hydraulic power transmission device when the lock-up clutch and the front cover are placed in contact with each other according to a hydraulic pressure difference between the first oil chamber and the second oil chamber, and;

a lock-up clutch control portion which controls engagement force of the lock-up clutch with respect to the front cover by changing pressing force that presses the lock-up clutch to the front cover, the pressing force being changed by changing the hydraulic pressure difference; and

a frictional material disposed at a surface of the clutch piston facing the front cover, wherein the lock-up clutch piston is in contact with the front cover due to predetermined pressing force when the hydraulic pressure difference is substantially zero.

Claim 2 (Currently Amended): The vehicle according to claim 1, wherein the predetermined pressing force when the hydraulic pressure difference is substantially zero corresponds to a slip state of the lock-up clutch.

Claim 3 (Original): The vehicle according to claim 1, wherein  
the second oil chamber is positioned between the front cover and the lock-up clutch,  
the first oil chamber is positioned so as to be opposed to the second oil chamber with the  
lock-up clutch being therebetween, and the hydraulic pressure difference is obtained by  
subtracting the hydraulic pressure in the second oil chamber from the hydraulic pressure in  
the first oil chamber; and

the lock-up clutch control portion places the lock-up clutch in contact with the front  
cover using predetermined pressing force even when the hydraulic pressure difference is a  
predetermined negative value.

Claim 4 (Currently Amended): The vehicle according to claim 3, wherein the  
predetermined pressing force when the hydraulic pressure difference is the predetermined  
negative value corresponds to a slip state of the lock-up clutch.

Claim 5 (Original): The vehicle according to claim 1, wherein  
the second oil chamber is positioned between the front cover and the lock-up clutch,  
and the first oil chamber is positioned so as to be opposed to the second oil chamber with the  
lock-up clutch being therebetween; and  
the lock-up clutch control portion increases the pressing force by increasing a  
hydraulic pressure that is provided to the first oil chamber, and decreasing the pressing force  
by increasing a hydraulic pressure that is supplied to the second oil chamber.

Claim 6 (Original): The vehicle according to claim 1, further comprising:  
shifting control portion which controls shifting by switching between an engagement  
state and a disengagement state of a frictional engagement device in an automatic

transmission to which output torque of an engine is input, the shifting control portion placing the automatic transmission in a neutral state by causing the frictional engagement device to be semi-engaged or to be disengaged when a rotational speed of the engine is equal to or lower than a predetermined rotational speed while the vehicle is stopped.